

Chicago Public Hearing

Mitch Carr (Rehabilitation Institute of Chicago): Thank you Michael and thanks for the invite here tonight. I just want to introduce myself; I am the Director of Injury Prevention at the Rehabilitation Institute of Chicago. Just to point out, this is our display over here so, if you are interested in some program information Wanda Vazquez is our occupant protection coordination at the RIC and can help answer questions, and Dan Carl is here as our Think First for teens coordinator as well. As many of you may know, the Rehabilitation Institute in Chicago is the number 1 rehabilitation hospital in the U.S. and has been for the last 15 years. Our hospital serves the Chicago community by treating and rehabilitating severe trauma injuries, which a lot of you know, that these injuries are created by motor vehicle caused incidents.

It was in the mid 70s that our current medical Director, Dr. Henry Betts, spear-headed the program at our I.C., to develop our Injury Prevention Program, because of a loss of life of a family friend by a motorcycle accident that happened on lakeshore drive. Since 1990 the RIC Injury Prevention Program has spoke out to 80,000 adolescence through the Think First teen's program. This program is designed specifically to positively change minds, attitudes, and behaviors of teens, to reduce the death of injury. In 2005, and also through the continuous and generous of IDOT we rewarded a second grant that focuses on occupant protection, again which Wanda handles, and this is to educate the community of seatbelt usage and child passenger safety. Specifically those groups you were talking about the 18-34 year old, the Hispanic communities, and the African American communities. This includes proper car seat instillations, which we want to help reduce the numbers and the fact that 4 out of 5 car seats are being improperly stalled right now.

Over the past 16 years we have had tremendous strides in the community, but we have a long way to go. The sad facts are, as 2 days ago when I was on our pediatric floor; we have a 24 bed pediatric floor, 5 pediatric inpatients right now, they suffered spinal cord injuries and all five of those injuries were resulted from a motor-vehicle accident. Unfortunately the youngest in that was an 18 year old infant. So reality tells us these incidents will continue to happen, but at RIC we want to help prevent the incidents from becoming tragedies through this injury prevention program. And we thank you for the support that continues from IDOT if you have interests in our program our display is here, and if you want more information you can contact our office at (312)238-4538 or you can log on to the RIC website at RIC.org, thank you again.

Sgt. Scott Slavin (Chicago P.D.): Hi, my name is Sgt. Scott Slavin and I am a Sgt. with the Chicago Police Department's traffic safety section, I am the coordinator of all of our traffic safety grant programs.

As only, we have thanks to IDOT we have 3 grant programs. The first one is a road-side safety check; we run that on every other Friday throughout the year. It is 15th year it has been very effective. The other program we have right now is a DUI strike-force patrol that's run on the alternate Friday so we have something out there every Friday night to look out for drunk drivers it has a secondary emphasis on speed and occupant protection it's in its third year of funding.

Another program we have is Be Protectors, it is an educational program. We have officers that go out to schools and they give presentations to: high schools, grammar schools, preschools. They also do child safety seat inspections and assist in installing them; it has also been very effective. We would also like to thank all the other people that are here and that have been very helpful to us such as like, Safe Kids and a number of other organizations that have been helpful to our programs. We feel we need all these programs with the enforcement and the educational programs to continue the results we have been having. We formed a lot of partnerships in addition to IDOT with other organizations such as MADD and AID, and we're going to keep trying to do what were doing, thank you.

Sgt. John Jungers (Carol Stream P.D.): Hi real quick, I'm Sgt. Jungers with the Carol Stream P.D. I've been there for about 10 years; I just took over the traffic unit in January, I was a former traffic officer.

We're on the image grant currently it's our 3rd year of funding for the Image Grant; it has been a huge success for us. We have always been a fairly traffic oriented department, but this has really pushed it to the forefront. Since the beginning of the Image Grant we've seen our overall crashes are down 14%, our overall injury crashes are down 16% in our town, dui enforcement is up 18% overall, seatbelt enforcement is up 4.5%, and speeding citations are up 38%. And a lot of that is due to the grant, (inaudible).

We are seeing our seatbelt usage in-town running from 90-92%, which is excellent, because we have been doing a ton of these zones and it really gets the word out. Everyone knows that we are out there constantly, and we have a zero-tolerance policy, so if I get a warning ticket for it, someone is going to be in trouble. We write everybody and everything, it has been very successful. With the grant and without the grant in 2004 we ran 38 traffic initiative on overtime, last year we ran 55, this year were running 6-10 a month, some of them are funded and some of them are not. But our department has seen, that due to the funding, what a positive effect they have, so now they are funding a ton of them throughout our department. And now all our politicians are on our side because they are seeing what a great effect it has been. So we are going to far exceed that 55 total we had last year this year.

We have been getting pretty substantial positive feedback from the citizens, even the ones that have gotten a ticket or a citation. We have tried to do a lot of public, in education and make them understand why we are doing what we are doing; if you want to look at some of the stuff on our ridiculously big board over there. The one big thing that I really see is the change of the attitude of the officers as well. The money actually allows them to make some overtime, but they really get to see what it does and the effect it has on people. So it just is an added bonus, because I have seen their numbers on their daily patrol go through the roof, which tells me they are not doing it for the money; they are out there doing it because they believe in the cause. And that's partly because of the education materials we get from the state, and we present it to the officers the same way we present it to the people in the village. That's pretty much it; we're going to continue forward. We are really excited about this (inaudible) Enforcement Grant. We do a ton of that, again you can see down on the ridiculously large board. So it's going to be great to get some of that funded; we are going to have a great summer. We have a lot of stuff

planned, so we want to thank IDOT for all the support we have been getting from them in the past, and we can continue this relationship in the future, thank you.

Ashley Gold (Children's Memorial Hospital): Thanks for having us here. I am relatively new to the program, but not new to injury prevention. I have been the program director for Safe Kids Chicago since 2000. Specifically, the IDOT grant the Children's Memorial Hospital has been receiving since 1999 has been for work that the organization has done for the community of Uptown, which is a neighborhood on the North side of Chicago, where over 57 languages are spoken in one square mile. So we know that the data shows us that in Uptown, there are a lot of folks that are newly immigrated to the United States to Chicago, and they have no idea about car seat usage, about seatbelts laws, pedestrian and bike safety. So we formed a coalition with the Mutual Aide Associations in Uptown to reach out specifically to these different communities: the Cambodian Association, the Chinese Mutual Aide Association, the Vietnamese Association, there are seven of them; two of which are for the Hispanic speaking population. The work has been really successful; we have garnered support in the community for car seat usage and for better understanding our laws in Illinois. And we have also been able to train some technicians that speak the language, which is incredibly important, because as you guys know; if we can teach folks how to fish it's much better than giving them fish. I think that's how that goes last time I checked.

So one of the projects were doing, I have some examples over in our ridiculously small table, for the (inaudible). A lot of the immigrants who come to Chicago not only don't speak the language, but they maybe illiterate in their own language. So we have put in the (inaudible) that are created through focus groups that we have done in their native tone. And we have one that is going to be coming out in Spanish that is going to be increasing booster seat use that we did in cooperation with them.

The update for Children's Memorial Hospital is that, in January, Children's Memorial Hospital became the new home for Safe Kids Chicago. And it's totally coincidence that I was the director of Safe Kids Chicago, and now it's at the hospital. As the Safe Kids Coalition at Children's Memorial Hospital, it has broadened our ability to reach out with our network of Coalition of members in injury prevention throughout the city. We also have a city-wide approach and we have a great big Safe Kids van that is available to go to different events our monthly check of events. We have integrated into our memorial program our inspection stations that Safe Kids was had started. We have five different inspection stations and we have a low cost car seat component to the inspection stations, so folks that qualify are able to purchase low cost seats at sites. We have two on the Southside, one on the Westside and one on the North side. And we are hoping looking to having a research component to these, where we are going to compare and contrast how effective programs are to folks that receive car seats from just classroom education and then install, and those folks that receive car seats and installation right at curbside. So we are hoping to have some data for you guys to share to other people. We're looking to support that in the future, and we appreciate all the support that you guys have done for us, so thank you.

Sgt. Sonja Horn (Maywood P.D.): Good evening, I have to make contact with people when I am talking to them. I am a Sgt. with the Maywood Police Department, and currently this is our fourth year in participation with the Image Grant, it is part of IDOT's program. Over the last 3 years, since this is our 4th year, we have managed to learn a lot about traffic safety and especially enforcing seat belts, speed and DUI.

I brought Officer Cranberry with me; he is the ultimate of DUI enforcement guys I have ever seen. Apparently on our shift he is coming in with different packages and different ideals that we can try to enforce; which also helps officers become more prepared when we are doing DUI cases. DUI cases believe it or not are the hardest cases to go to court with, and if officers don't have their program together, then it is going to be kind of hard for the victims and their family to get fair justice. So in order for that to happen we have to learn to properly train our officers because it is important.

A couple years ago we had an officer, he was new, he was traveling with a bunch of other officers; they were all motorcycle riding, it was on lake shore drive, and they had a bad accident. He ended up dying. He had only been in the department 6 months, 6 months if that. A new kid, young kid energetic for the job, he was excited to be in the Police. And unfortunately he was killed in a tragic motorcycle accident.

So it is important and the village of Maywood, our primary goal is children. You can't do anything without children. I have two children, I care about the community I live in, I love my job, and I'm not going 'nowhere. So it is very important as a police department and as a community, you be concerned and involved with what the kids are doing. We don't have families that can afford to do things, we don't have families that are together; the family structure isn't the way that it used to be. But that doesn't mean that as law enforcement we are not responsible to help raise the kids in our village. So it is important to us that as a Police Department we try to help and try to direct the kids to grow up to be productive citizens, and also that they can grow up and not to run you over in the middle of the speedway traffic crossing. So we encourage all of you, if you are ever in the village of Maywood to stop by. We definitely appreciate IDOT definitely appreciate Mr. Anderson, he's not here but he is a great man (inaudible). I appreciate your time, and I appreciate you all having us here, I hope you all have a nice night.

Margaret Rossiter (Katie Cares): My name is Margaret Rossiter, and I am very grateful to be here tonight. I just want to share a little background, how we got involved in child passenger safety; 4.5 years ago my youngest daughter Katie was killed in a tragic car crash in Ireland. Her little girl, who was seven months at the time, was in the car seat in the middle position, secured properly, installed properly. Her car seat, if you look at it after, it is totally mangled, but the baby came out of this crash with two tiny bruises on her inner thighs.

As a mom, a parent, I needed to do something to help me work through this grief, and I came up the idea with passenger safety. I had friends who wanted to help me work with this and we are a bunch of home-makers, husbands, and friends who have gotten together and are involved in child passenger safety, and finally came up with the name Katie Cares. My eldest daughter came up with Safety First Every Child Every Time. So we are a really grass-roots organization. We held a golf outing to get a start on funds, and

we were very successful at that, but we knew we needed to make contact with the Police Department and IDOT.

We were fortunate, because I was reading a tribune a year ago last March and it had a small article, that IDOT was holding open forums and that the public were invited to come and speak, or you know get involved with this. I called and spoke to Denny Wilson that day and she said, "Oh sure you are more then welcome to come out." I told her what we were about, and she called me back later and asked if I'd speak and I said if I had any ideas that I wanted to share. So I did go out and speak, and that's when Katie Cares really started.

IDOT, if anyone is new here is looking for a grant, IDOT is the real thing. Without them, we would never be where we are today working. And I want to thank IDOT for helping us to help hundreds of children to ride safer today. The grant we received from IDOT in the years has been used to help accomplish many of the goals we set out for our foundation. Last October we had six more CPS technicians trained. We held our first safety seat check last February. Four of our techs were able to attend the national life savers contest in Austin, and through this we were able to make more wonderful contacts, which will be able to help us in the future. We have partnered with the VNA in Aurora and the Visiting Nurses Association in Fox Valley. Here we have been able to give instructional classes in car seat safety to clients and group facilitators, and supply some car seats to those in need. We have made several trips up to Waukegan to work with the Lake County Health Department. At these classes we have demonstrated the importance of proper child restraint (inaudible) and have supplied low-income family with car seats. In February we worked with several CPS groups at the Chicago Auto Show, here we were able to reach out to the public and answer many of their questions regarding car seat safety.

Katie Care members have developed three power point presentations, one for smaller children (4-8), one for older children, and one for parents and care givers. We now have 2 Spanish-speaking linguists who come with us to many of our events; which is so important. We are also able to rent office space due to our grant money. Our tech Anne Farley's home is no longer cluttered and over run with every sort of car seat imaginable.

What we want to accomplish this year, well these are a few of the things we are working on: we want to get more of our brochures (we have developed a Katie Cares brochure) out to pediatrician offices in all the languages. We did ours in English, Spanish and Polish, because of the high number of Polish speaking people in Chicago. We feel that it is very important that the pediatricians, when they discuss with their patients with children, they ask if they have guns in their homes, do you smoke. They need to ask parents if they are putting their child in the proper child restraint system and what it is and where you can get this information if you don't. We are working on another CPS safety check this June with Baby Depot in North Riverside; these are one of the contacts we made at the life savers conference.

Why is it so important to continue this organization? We are able to take our program anywhere, everywhere with us is mobile. Our primary population that Katie Cares works with is Hispanic. Many of these people want to ensure the safety of their children, but are wary to go to the police or fire stations because of their immigration status. I have yet to come away from any of these CPS classes that we have done, and not

feel today that we have made these children safer and have empowered their parents to be able to install a car seat correctly. The most rewarding day I have had, since I have been doing this was: I believe last February, I was doing a presentation at my Granddaughters school. And we worked with the younger kids first and we showed them how to get into the car seats and how they should be in there and how the seatbelts should be across. And we brought up the older kid and did it with them as well. About 2 days later one of the moms came up to me she said, "Margaret I don't know what the hell, excuse my language, you said to Danny?, but he is now using his booster seat and seatbelt correctly." That's what it is all about thank you.

Sgt. Ed Trage (Wilmette P.D.): I am Ed Trage from the Wilmette Police Department. We have been involved in the Image Grant, now for the second year. I assumed the coordination of it this year. As many police departments, we have very tight money constraints and getting officers on the street is quite difficult. The Image Grant for us has afforded us the capability of getting officers out on the street to do our traffic safety that we want to do in a much more effective way. Our tickets have increased tremendously. Every time we get the officers out there we can't verify it, but I know we are saving people from being involved in serious accidents. And we have arrested a quite a few of drunks; which obviously at some point in time save something from being hurt. So I just want to thank IDOT for everything they really do, do for us to keep the programs going.

Sgt. Jim Harrison (Winnetka P.D.): Hello my name is Jim Harrison; I am a Sgt. with the Village of Winnetka. This is our 5th year doing the Image Grant. Our community is about 12,500 people; we have a small police department, and most of our time for officers is spent going to calls. We don't have a lot of time to donate just to enforcement of traffic violations, but with the Image Grant we have been able to do that. We have been able to put the officers out there with cent raid patrol. We also did our first road-side safety check this year, and we have had some good results with this. Not only are we a visible deterrent, but we are out there enforcing the laws.

To date our Image Grant results, we have had a 410% increase in total citations for hazardous driving violations and occupant restraint. That's because the Image Grant gives us the opportunity to get out there and strictly enforce the laws out there. We have the opportunity to focus on traffic violations; which we don't always have the opportunity to do when we are doing our normal patrol. So I would like to thank the Image Grant for allowing us to do that.

Also another event were doing June 10th, we are having the child safety-seat installation inspection with Ashley Gold and Safe Kids. So if anyone is interested please stop by, we will give you some information on that. Thank you.

Officer Ron Brandt (Niles P.D.): Just like everyone else, from the other police departments said, budget restraints and needs of smaller departments, Niles police does not have a traffic unit. We average five officers on the street for any shift. With the grants right now we are doing the Map Grant for alcohol, we have seen a 25% increase in our DUI arrest every year. With the new laws IDOT helped get passed, I'm sure with the felony DUI for no license or no insurance. On Jan 1st, New Years Eve, we were running

the Map Grant and we had four DUI arrests on New Years Eve. Three of the four were felonies because of the new laws.

So far this year, with help of the Map Grant, we have seized 5 vehicles of felony DUI drivers. We have seen about 3 times the amount of speeding tickets written; we're over 3000 speeding tickets in our village for the last year. And once we get the Speed Grant enforcement, you will really see some speeding ticket numbers.

We also participate in the seatbelt enforcement zones. Last year, average year at Niles we write about 100 seatbelt tickets. The officers don't have the time to do it, but during the seatbelt enforcement zones we averaged 100 tickets in the 2 hour period, everyday. That's putting the signs up; people are stuck on traffic in Milwaukee Ave. for a half mile where the signs say seatbelt enforcement zones ahead. We're still giving 100 every 2 hours; they were coming through not wearing their seatbelts. I really appreciate all the programs you give us to help make our community safer. Thank you.

Mike Donovan (Faces4): Hi, my name is Mike Donovan from Faces4. I am going to show you a real quick power presentation to show you. Faces4 stands for Families Against Chronic Excessive Speeding. I started Faces4 in October with the help of Bob and Dee Brandt, whom Mike was talking about earlier. I received an email from Dee in October telling me about her 15 year old son Matt who was killed in a car crash on March 11th, 2004 caused by chronic speeder. This young man was 21 years old and acquired 27 tickets in those 4 years; he also had 2 tickets dismissed two months before the crash. He also killed his passenger; he critically injured Matt's sister, she was in I.C. for quite awhile. That's their car, after the crash. I'm not sure I would remember the speed estimate. He was going 74-82 mph he was doing and hit their car and killed their son.

After I got the email from Dee, she responded to a website I started for my 23 year old daughter Nicole and 4 year old grandson Devin who were killed in October 10th, 2005 when their car was hit head on by a chronic speeder. The young man who caused this accident was 27 years old, with 62 tickets, 28 for speeding. Ten days before the crash he was charged in court with flay loading, speeding, no turn signals, blowing stop signs and he was given his forth supervision of the year. He also has a ticket in his pocket that he was due in court after the crash going 85 in a 55. That's what is left of my daughter's car. My daughter and grandson both had to be cut out of the car; my grandson had to be cut out of his car seat. My daughter died at the scene; my grandson died on the way to the hospital.

The main thing we are here to do is to raise awareness. Over 1,000 Americans die every single month due to speed related crashes, and this is just incredibly high. The nation average is 31%; Illinois is one of the worst at 43% in 2004. Problem speeders average more of the tickets, I'm not going through every number, but problem speeders and repeat offenders average more of the crashes. The economic cost is just incredibly high, 40.4 billion dollars annually; it is 144 dollars for each person in the United States. Motor vehicle crashes in general, are the top causes of death for ages 5-33. If this was a disease we would be going crazy looking for vaccines and cures trying to prevent this. Our mission is basically to prevent death and injury on roadways due to excessive speeding. Our goal is to heighten public awareness to the dangers of excessive speeding through education, the involvement of our communities. And we want to provide support to the victims of the families who have been affected by excessive speeding.

Why do we name it Faces4? Well every fatality on our roadways have a face, they all have families that have to deal with this and they all have stories to tell. We didn't want our loved ones to become just another statistic, just another number that no one would remember and it would just add up every year. The number 4 stands for the age of my grandson when he was killed due to that chronic speeder. Crashes aren't accidents, these are all preventable. One of our big problems is communication with the judicial system. Law enforcement doesn't get enough help in court. I have talked to several Law Enforcement Agencies, in a 45 mile zone they have to set their guns to 61 mph to make a good ticket stick; that's ridiculous.

Our first campaign we want to do is the Didn't Make it Home campaign. We are hoping to show pictures of our children and their cars. We are getting some hand notes printed out with the help of IDOT, they have been great to help get this organization started and I want to thank them for giving us this forum to talk at and to talk to all the law enforcement and everyone here. We are hoping to be able to have these printed up so you can hand them out with traffic tickets or safety check points. And that's about it for me, thanks a lot for your time.

Anna Johnson (Tina Ball's Sister): Firstly, (walked over to Donovan) I would like to apologize for your loss. Secondly, I would like to thank IDOT for allowing me to come here tonight and tell you my story. My sister, Tina Ball, was killed by a drunk driver September 15th, 2003. He had multiple tickets, suspended license, just out of jail four weeks for a DUI. He was let go because the judge did not have all the proper documents he needed in order to keep him in jail. If his judge did have the paperwork my sister would possibly be here today with us. She left behind seven children, a grandbaby, five siblings, a mother and a father. Parents aren't supposed to bury their children, it just doesn't sound right.

Normally, lately I have been driving on our expressways and I know our police enforcement has been out there and they are doing what they can, but I've been driving on our roads and on our express ways and during work hours, and I drive through these construction zones, she was a flagger on I57, and I drive through these construction zones and I see these cars just zooming by. Just flying by, the speed limit is 45 and I look and I check to see if there is any police enforcement anywhere, and I don't see it, and it breaks my heart. I try to look if there is drunk drivers on the road, their cars are going, I dial *99 in hopes that somebody will be there to stop them, and I don't ever know the answer. Were they stopped, did somebody catch them, were the police really sent out? God bless all of our police enforcement, you guys are doing a great job and I know you are doing the best you can but we need to get more help out there to save other families. I have my nieces here with me today that don't have a mother because our justice system failed us, as they did you. I don't know just help us, and IDOT again thank you for everything, for letting me be a part of all this to share my stories. Thank you.

Robert Olkowski and John Moerfelder (Skokie P.D.): Pretty new at this, our department got an Aptiva Grant last year. Our department has never had a full-time traffic unit, and they were actually able to have four officers fulltime as a traffic unit there. Our main goal is to fulfill what the Grant requests; which is to lower accidents in our high accident areas, through law enforcement and education. I think we've been

doing a real good job. It's nice to have a goal for writing tickets and just going out there, and (inaudible) unlike the fishing hole; where everyone is just bringing in their numbers. Where as, when you know you're actually writing a ticket for something. There is a reason why we are doing it, and it's to lower the accidents.

Some of the things that have happened last year, because this was just our first year of acceptance, was our occupant protection enforcement has been up 186%, our DUI apprehensions are up 82%, our speed enforcement was up 87% and last year at the end of 2005 our accidents were lowered by 8% and that actually up to April of 2006 it lowered 11%. What's also good about this unit is the rest of the department seems to be getting on board. When we first started the traffic unit, the guys were like, "oh you are just writing tickets", and we were getting a lot of harassment. But the rest of the department is jumping on now, and they are helping out and there is a goal for what we are doing.

Just as a side note, for the young lady right here, last night on the way home I saw a guy swerving all around in a pick-up truck, and I called it in and I followed the car for awhile in a truck and was giving in all of its information. I was on my way home from studying and I followed the car for several blocks making wrong turns, swerving, hitting the break lights, stopping-going, and I was getting frustrated, because you know I would call it in and this guy is ridiculous. You know what am I going to do? I am in my personal car, and sure enough about 8 blocks later squad pulled out and stopped him, they had my number and they called me back and asked me if I would want to be a witness, and I said absolutely. So when you do call it in, it does happen. So it's just ironic that you brought that up, you know you want to know what happens. I saw it, I saw them pull up and in about a half an hour later I had them calling me telling me that if I wanted to be a witness in it. Thank you very much.

Charlie Seaton (Centro San Boufacio/Speaker from the audience): Hi, my name is Charlie Seaton and I am from Centro San Boufacio. We are very small grass-roots, non-profit organization. We serve low-income recently immigrated Latinos. We do a number of issues, but one of the biggest programs we have is Child Passenger Safety. We have been working with IDOT for a number of years to help distribute car seats to our community, and actually now have distributed almost 9,000 seats. The amazing thing is each one of those seats comes with individualized education, with how to install them, every parent watches a video, and they have hands on instruction with how to actually install the seat into their car. So we feel that we are doing a very good job with making sure that every single person has a very standardized and thorough understanding of how to use their car seat.

And another thing we are proud of is we been able to establish replication sites. We have been working with other associations in Chicago: One Diego, Little Village. We've actually expanded into Wisconsin in Deloit and Waukesha and the suburb of Rolling Meadows. So we have been able to use all these satellite sites to actually keep up with our population as it moves and expands. This program has turned out to work really well. We train community health promoters, so our motto is, "It works from within the community." And it's not just something that is imposed on us from IDOT; they don't just come in and say you're going to use car seats. It was a problem that was recognized by the community, and this was the education model was generated by the people in the

community and that's why it has been so effective. It has been a culturally and realistically appropriate model. So I want to thank IDOT for the funding because the growth of the program really would not have been possible.

Mark Pious (speaker from the audience): Hi my name is Mark Pious, and I should possibly not be here at all, but I emailed IDOT with some ideas and they told me to come, and I am nutty enough to come. So a lot of this probably wouldn't affect drunk drivers or people who are chronic speeders, but when I was in Canada at one point I noticed, well let me get back up I'm sorry. Main issues here are tailgating and gaping delays. I figure if you reduce collisions by just keeping cars further apart and actually enforcing what the guidelines are as far as safe driving distances; which should be one car length for every 10 miles of speed, so for 50 mph 5 car lengths. In Canada they actually tried marking in a 55 mph zone or "plumbers", how much space that is, and you had to keep two of these marks in-between your car and the car ahead of you. I don't know how they did as far as enforcing it, but it seems like a great idea, because especially in congested areas it's impossible unless you're a NASCAR driver to drive with 30 mph other people, bumper to bumper at high rates of speed. Anytime you have gone on a drive and traffic was good it was because there was a lot of space between you and the car ahead of you. It just makes sense. I have some print outs, I have a ton of them. Some people did like experiments instead of hitting the break, speeding up to the next car and hitting up the break again; they just averaged out their speed and tried to reduce that break light coming on. And they found out that it kind of corrected everything else behind them, and everyone else was able to coast along with them at 35 mph or whatever. But maybe if IDOT stresses the benefits of saving gas, especially now a days, saving your breaks for when you really need it, saving frustration, it is a lot more comfortable to tool around with lots of cars space in front of you. And instead of breaking and you know. And anyways the way that they did that in Canada was really clever, they actually had signs that said leave space its not a race, they were doing more then your normal roadway sign where usually, you know that's what you see Safety Belt Enforcement Zone. They had humor, they had things that people would remember, so it's basically using the principle that you would find in advertizing: rhyming, humor, graphics showing how to merge, and teaching people like every other car. A lot of people don't realize that, especially if their driving a B.M.W. Also and because my background is advertising so when you have all this valuable real estate, advertising real estate, on the side of the road people are paying lots of money for you could really get by and train people to drive in a safer way by hitting that up constantly. But in clever ways, like my friend was telling me in Ohio years ago there was this big construction thing and it went on for miles and miles and miles, and they had jokes, and it kept going, sign after sign, mile after mile. This was 8 years ago, and he remembered it. How many road signs do you remember? It was something like Orange is glad there are no more Orange road signs or something. That was the thing.

So I don't know, but basically that is it, that and tying in with maybe radio traffic people. I get so frustrated when they are like, "There is a gaper's delay on this highway." It's like why don't they just tell people, "don't gape?" I train myself, like okay there's a turning semi, I'm just going to look ahead of me, like if you train people. I've even thought of like a goofy, a very goofy type of event or way of doing this. Like we told

everybody that Dan Ryan construction is happening, and we tell everyone there is going to be an ape at the side of the road. It will be steeped all in an ape costume, for every day in this long. And it will be a big sign it's just an ape don't gape. It's just goofy things like that, so people will see it again, then they can wait everyday you know while an ape is there and look at the same stupid ape or they can train themselves. And it's just like reaching out to people advertising because you have a very powerful medium, because you have the whole road and all that advertising space roadside, might as well use it.

I think I got everything, oh sorry; I'm going to take advantage of this, one thing that I saw in Germany that would be helpful for rural roads. They were driving around and there would be like a big plywood cut up chasing a ball across the street, and you are driving down the road at 50 mph. You see that, you think twice, "what if that had been a real kid because I just saw him, and if that had been a real kid there would have been something bad that had happened." I mean that is just a wacky idea, what kind of government thinks okay lets put cartoon kids on the side of the road to make people think twice about stuff like that? But that's the kind of stuff that sticks and that's advertising. I think a department or city department, normally I don't know how that could normally happen, but over there it did. And another thing they use, that we are starting to is these cameras, these traffic cameras. And getting people paranoid about these cameras and these cameras are probably expensive. But over there they have empty boxes maybe there is camera in it and maybe there is not. But you can put boxes all over the place and move those cameras around and it makes people have to look over their shoulders and think twice. Yeah, I covered the ape so that's about it. If anyone wants one of these we have them up here.

Sgt. Juan Bautista (Illinois State Police/ District Chicago): Good evening everybody I am Sgt. Juan Bautista with the Illinois State Police, District Chicago. For those of you that don't know what that it, it basically means I work the Cook County area. I believe most of us live in this area, and we are very familiar with the problems of the area. I just want to say I have been a member for the dept for 22 years, and during this time I have seen three kinds of things. First of all, that we have had some (inaudible) a positive working relationship with IDOT. To be honest with you, I didn't even see how positive it was until I came here this evening. This has been a very informative to me as a State Police Officer, more importantly as a citizen of Illinois. I can't believe we expanded this far and that's what I really notice in 22 years. Initially our relationship was working on expressways together. I'm sure you have all seen those big yellow/green trucks that look like tow trucks, and that's probably how you recognize IDOT more then you do now since the use of those trucks. We use them as well; we have crash scenes that come out to assist us, close down lanes for us. So our relationship has always been really centered on that, but we have also use the Grant funding programs to concentrate enforcement on speeding, drunk drivers and most lately which is a big change, is everything I see on this wall from child-restrain seats to child passenger seat belt occupancy restraint law and alcohol related offences in general. I have also seen an increase in the education programs getting the word out, don't just give them a ticket; educate the public as to what we are doing and I can see that it is working.

The second thing that I have seen is we have also had positive relations with a lot of local departments here. I personally work the middle Sideburb, which we call the

middle area of Cook County, which is the West Suburbs. I have been fortunate to work with some very good local departments out there: Maywood P.D., Hillside, and Westchester P.D. And we have actually targeted teenage drivers and usage of seatbelts in that community, and were proud to say that the enforcement there it used to be 60% compliance to 93% compliance. So the drivers who most of you see probably see with multiple kids in the car, driving at a high rate of speed, but at least they have their seatbelts on right.

The other thing we have been doing is attracting the crazy reckless driver; we had at one time Cameros and Mustangs, which you are all familiar with seeing out there, their specifically designed to target those kind of drivers. We more see that the program is being successful, we are getting our numbers and the programs all come through IDOT and other organizations from the federal government. So we are doing our part what we can.

But what really motivated me to speak today was this young lady talk of her commenting when she called 911 on her cell phone to response to a drunk driver. And I just wanted to address that more then anything else, and that is to say to everybody in this room even the off-duty officers, get on your 911 officers or dial *99. That will put you directly to an operator, who will get you to a local authority wherever you are at. But we ask that you please stay on the line until you get to an officer or a telecommunicator operator. We don't ask you to get involved in trying to stop it. If you can keep the visual and get the license plate it is also helpful, but if you can just keep a visual on the vehicle and just keep providing information as far as what the vehicle is doing, as far as its location, direction, if it exits 6 expressway, please notify that. Because you see, what we do is we receive that, and you maybe speaking to an officer that is working headquarters, but he is relaying that message to cars on the street, as well as the local officers on the street. So that car is being monitored hopefully by the officers in the area. Sometimes we are not able to respond, because as you well know our manpower is very, very low, and we may be down on a crash, or down on an incident, or be processing another drunk driver whose been stopped. So we just ask for you to be patient, just dial *99 on the cell phone, it's a free call and please just be patient with us. We will try to get that driver off the road for your safety, as well as ours. And basically I just want to thank you and I feel your concerns and I feel very fortunate that I was here to get more information from you all because that's where it counts.